

To-day's
Advertisements.GREAT EASTERN AND CALEDONIAN
GOLD MINING COMPANY,
LIMITED.SOME SHAREHOLDERS not having
applied for the PREFERENCE
SHARES to which they are entitled, the
Surplus will be allotted to existing Shareholders
in proportion to the number of Shares held by
them, if applied for on or before 17th instant.LUTGENS, EINSTAMANN & CO.,
Hongkong, 10th May, 1899. [640a]DOUGLAS STEAMSHIP COMPANY,
LIMITED.FOR SWATOW, AMOY AND POCHOW.
The Company's Steamship

"HAI TAN".

Captain, Beach, will be dispatched for the
above Ports on FRIDAY, the 12th instant,
at 10 A.M.For Freight or Passage, apply to
DOUGLAS LARSEN & Co.,
General Managers.

Hongkong, 10th May, 1899. [638a]

NAVIGAZIONE GENERALE ITALIANA,
(FLORENCE AND ROME STEAMSHIP COMPANIES).SINGAPORE, PENANG, KUALA LUMPUR, ADEN,
SUVA, PORT SAID, NAPLES, LEG-
HORN, GENOA, DIRECT WITHOUT
TRANSIT.Having connexion with the Company's Mail
Steamers to VENICE and TRIESTE.ODESSA, NEW YORK, ALL MEDIT-
TERRANEAN, ADRIATIC, LEVAN-
TINE NORTH & SOUTH AMERICAN
PORTS up to CALIAGO.AND
Taking Cargo at through rates to PERSIAN
GULF AND BAGDAD.ALSO
BARCELONA, VALENZA, ALICANTE,
ALMERIA AND MALAGA.

THE Steamship

"BISAGNO".

Captain Maganzini, will be despatched as above
on MONDAY, the 15th instant, at Noon.At BOMBAY the Steamers are discharging in
Victoria Dock.The Steamer has Superior Accommodation for
Passengers.For Further Particulars regarding Freight
and Passage, apply toCARLOWITZ & Co.,
Agents.

Hongkong, 10th May, 1899. [639a]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"UNDAUNTED".

will be despatched for the above port, on or
about the 20th May.For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 10th May, 1899. [637a]

For Sale.

NOW READY.

HONGKONG RACES, 1899.

THE "HONGKONG TELEGRAPH'S"
ACCOUNT OF THE

1899 RACE MEETING

WITH TABULATED STATEMENTS OF PLACES
AND UNPLACED PONIES, JOCKEYS AND
OWNERS.

PRICE 50 CENTS.

Only a limited number printed.

Send Orders early to
The Manager,
"HONGKONG TELEGRAPH" OFFICE,
50, Queen's Road Central.

Hongkong, 6th March, 1899.

Intimation.

A. S. WATSON & Co.,
LIMITED.

ESTABLISHED A.D. 1841.

IMPORTERS OF HIGH-CLASS

BRANDIES.

A.—Hennessy's Old Pale, Red
CapsuleB.—Superior Very Old Cognac
Red Capsule

C.—Very Old Liqueur Cognac

V.O.—D.—Hennessy's Finest
Very Old Liqueur Cognac,
1872 Vintage, Red Cap-
suleV.V.O.—E.—Finest Very Old
Liqueur Cognac, 1862
VintageAll our Brandy is guaranteed to be
PURE COGNAC, the difference in price
being merely a question of age
and vintage.Smaller quantities and sample
bottles will be supplied at propo-
riate wholesale rates.We guarantee our Wines and Spirits
to be genuine only when bought
direct from us in the Colony or from
our authorised Agents at the Coast
Ports.A. S. WATSON & Co., Limited,
QUEEN'S ROAD CENTRAL.

NOTICES TO CORRESPONDENTS.

IT is requested that all communications relating to Sub-
scriptions, Advertisements, &c., be addressed to the
Manager, "Hongkong Telegraph," and not to the Editor.
Letters on Editorial matters to be sent to "The Editor,"
and not to individual members of the staff.
Communications intended for publication must be accom-
panied by the name and address of the writer, not necessarily
for publication, but as evidence of good faith.While the columns of the "Hongkong Telegraph" will always
be open for the fair discussion by correspondents of all ques-
tions affecting public interests, it must be distinctly under-
stood that the Editor does not in any way hold himself
responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended
for insertion in that day's issue not later than Three o'Clock
on as not to retard the early publication of the paper.
Advertisements and Subscriptions which are not ordered
for a fixed period will be continued until discontinued.The "Hongkong Telegraph" has the largest circulation of
any English newspaper published in the Far East, and is
therefore the best medium for Advertisers. Terms can be
learned on application.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, MAY 10, 1899.

NOTES AND COMMENTS.

THE PLAGUE.

The plague appears to be steadily increas-
ing, for during the week ended 29th
April twenty-eight cases were reported, while
the cases reported during the week ended
5th May number no less than sixty-four,
or nearly three times the number for the
previous week. Yet, despite this alarming in-
crease in the number of cases, there appears
to have been no increase of activity in the
Sanitary Department. At least, if inspection
of the Chinese quarters of the city is in pro-
gress it is being carried on in a very un-
ostentatious manner, search parties and
whitewash brigades not being in evidence in
the streets, as was the case during former
outbreaks. We should like to know what
steps have been taken to ensure the due re-
porting of plague cases occurring in the
miserable slums surrounding Kowloon City,
or apparently these have now come under
British jurisdiction. Nobody visiting the
place can fail to be struck with the amount
of filth and dirt everywhere in evidence,
while the open drains filled with festering
sewage matter, the narrow lanes and the
filthy and overcrowded hovels cannot fail to
render this spot a breeding place for disease
of all descriptions. Has not the time now
arrived when a daily report of plague cases
should be issued? Sixty-four cases a week
means over nine a day.

A HANGKONG TIDE TABLE.

A handy little pocket tide-table for the
Bangkok Bar has been sent us. The book
should prove a very useful guide to Captains
of vessels for Bangkok, in common with a
few other places, has a most erratic tide
system; and with the exception of the pilots,
the local shipmasters, and the principal
shipping firms of the port no one knows any-
thing about the tides on the Bar, as no per-
manent tide table has yet been published.
The present work is synoptical and is com-
piled principally from the most successful
observations taken at the Bar Light House
by the late Captain WARREN, who was for
many years the custodian thereof. It does not
pretend to compete with the elaborate tables
in the possession of a favoured few. These
contain some hundreds of thousands of
figures and give approximately the depth of
the water for nearly every hour of the day.
But this little work has the advantage of be-
ing a permanent table, in a handy form and
as good ten years hence as it is today. It is
based entirely on the moon's age in each
month, and gives the hour and the depth of
high water both A.M. and P.M. for every day,
but of course to use it one must know the
age of the moon. For all vessels using the
maximum depth of water on the Bar it will
be found correct. For vessels bound to
Bangkok from foreign ports it will be a ser-
viceable guide, enabling them to avoid loss
of time in pumping or flooding the ballast
tanks, or in trimming cargo, and also giving
them the best time to arrive at the pilot
ground. The compiler will be glad to re-
ceive corrections, and hints for improve-
ments.

REUTER'S TELEGRAMS.

GREAT BRITAIN AND THE
TRANSVAAL.The Daily Chronicle learns, that although
no ultimatum, or threat of an ultimatum, has
been sent to the Transvaal, Mr. Chamberlain's
despatches are uncompromising in tone and
their temper is a distinct indication that the
Government intends to compel a settlement
and of taking some risk of war. The Corres-
pondent of the Morning Post in Johannesburg
states that the general opinion is that a crisis
is impending. The families of some of the
prominent men are preparing to quit, and all
Boers have been warned to be ready for
emergencies.

WEATHER REPORT.

The Observatory report says:—On the 10th
at 11.55 a.m. The barometer has risen in the
extreme North, and over S. China. Pressure
is low in E. Japan, and high between S. China
and the Loochoos. Gradients slight with
moderate monsoon on the S. and S.E. coasts
of China. FORECAST:—Moderate N.E. winds;
fine.

LOCAL AND GENERAL.

GOVERNOR Sir Charles Mitchell gives a Ball
at Government House, Singapore, on the even-
ing of May 24th, to celebrate Her Majesty's
Birthday.Is an old curiosity shop at Barmouth, North
Wales, Captain Trehearne, a visitor from
Devonshire, purchased for 25s. a seapiece
painted in oils on an oak panel, unframed and
slightly dilapidated. On the panel being
cleaned, and two or three coats of varnish
removed, the initials "J. M. W. T." appeared.
It is stated that the panel has been pronounced
a genuine Turner, and has been valued at £100.CHANGES among the personnel of the Japanese
Navy took place on the 2nd inst.; the new ap-
pointments being as follows:—Captain Sakurai,
to the Hashidate; Captain Inouye, to the
Chiyoda; Second Captain Ima, to the
Toyohashi.Mr. J. E. Beale, for many years Manager of
the Japan Mail and subsequently connected
with the Japan Times, has been appointed
Secretary of the Yokohama Chamber of Com-
merce in succession to the late Mr. O. Keil.
Mr. Beale has been discharging the duties pro-
tem, since Mr. Keil's death.CAPTAINS Ogawa and Iwai and Lieutenant
Sato have been decorated with the 5th Order
of the Golden Kite in recognition of their dis-
tinguished services in garrisoning Formosa.
Forty-eight officers have been decorated with
Orders of the Rising Sun and the Imperial
Sacred Treasure, the degrees varying from 1st
and 2nd to 4th.The Hon. Treasurer of the Alice Memorial
and Netherlands Hospitals being to acknowledge
with thanks the following donations to the
funds of the Hospitals:Hon. T. H. Whitehead, £25.
W. R. Bosley & Co., £25.
Leon C. de la Roche, £25.
Liao Tsu Sah, £19.
A. G. Gordon, £19.The Italian cruiser "Stambelli," carrying the
flag of Admiral Cappelletti, arrived this morning
from Venice. The "Stambelli" is an iron-hulled,
second class cruiser of 3,475 tons. She carries
two 9.8 in. Armstrong guns, six 5.9 in. guns,
one 2.9 in., and five 1.2 in. quick-fires. Her
indicated horse power is 6,252; her speed 17
knots; her length 282 ft. 2 in., beam 42 ft. 7 in.,
draught 10 ft. She has twin screws and was
built at Venice in 1886 at a cost of £220,000.
Her normal coal supply is 630 tons and she
carries a crew of 315. She left Venice on 21st
March.From information given to the police, Chief
Detective Inspector Hanson obtained a warrant
to search Gilman's Bureau, No. 38. Last night,
accompanied by six policemen, he went to the
house, first sending a Chinese policeman up to
the second floor where the gambling was said
to be carried on, who was allowed to enter the
room and join in the game of "paukan" and
had laid two or three stakes before the other
police constables arrived. Eighteen Chinamen
and a woman were captured together with the
dice, cards, money and other gambling appur-
tenances. Several men escaped up a ladder
through the roof, one man being arrested while
insensible in the street below. They were
brought up at the Magistrate's this morning.
Lo Kwok and Wong Sing, being proved as the
managers of a gambling den, were sentenced
to 120 days or two months' imprisonment. The
money not being forthcoming they were impris-
oned; the other prisoners were fined \$1 a
piece.A VERY successful concert was given last
night at the Kowloon Institute for Seamen
and Soldiers by Mr. Sheffield, who enlisted
the services of the young ladies of the Bellios
Public Schools to give a first-class evening
entertainment to the mercantile seamen.
Eighteen turns were on the programme and
owing to its length, all enemies were
allowed, although each and every songstress
was most heartily applauded. The Rev. Mr.
France presided, and introduced among other
attractive young performers Misses Ella King
and Maude Parker with a pianoforte duet.
Hilda Lang, Ruby Leykam, Ethel Long and
Nellie Prince, the last two singing "Sailing"
dressed in man-of-war-men's costume. Mr.
Ernest Sheffield gave a very amusing character
sketch of a Chinaman and also sang "Jack's
come home." The evening terminated shortly
before ten, by singing "God Save the
Queen." The hall was crowded by a large
audience, among whom were many ladies who
take great interest in the laudable work carried
on by this Institution.

A SEVERE SENTENCE.

NINE YEARS FOR TEN SEN.

On the 25th April a man named Nogawa
Kakuro, aged 21, was condemned to penal
servitude for nine years by the Kobe Chito
Sainbansho, for having initiated a ten-sen piece
in lead and attempting to pass it as good coin.CLAIM ON THE ISE COTTON
SPINNING COMPANY.The Kobe Shinbun states that Mr. Hibiya
Heizayemon of Tokyo is bringing an action
against the Ise Cotton Spinning Company for
recovery of some ¥10,000, which he advanced
the concern. The company is said to be in a
very critical position, owing to a yearly loss on
its working of some ¥20,000.

A NEW RAILWAY.

On the 21st April the charter for the forma-
tion of the Harima Railway Company and for
the construction of the line, was granted. The
line will be 33 miles and 43 chains in length,
and will extend from Akashi station on the
Sanyo Railway to the Tanigawa station on the
Hankoku Railway.She—Do you remember how you said, when
you were courting me, that if I would marry
you I would have nothing to do all my days
but sit around and look pretty? And how
different it is now? He—Well, it ain't my fault;
if you can't look pretty any more.Teacher—Once upon a time there were two
rich men, one of whom made his fortune by
honest industry, while the other made his by
fraud and swindling. The latter, who had no
principles, was called Tommy (after a popular
characterisation). Which was the most
beneficial?—Which was the most?

LEGAL INTELLIGENCE.

SUPREME COURT.

IN ORIGINAL JURISDICTION.

Before the Hon. W. M. Goodnow (Acting
Chief Justice).

May 10th.

WILLIAM KERFOOT HUGHES, Plaintiff,

THE HON. CATCHICK PAUL, CHATER, C.M.G.,
Defendant.This was a suit for recovery of \$34,306.22, the
hearing of which was resumed this morning.Hon. H. E. Pollock, instructed by Messrs.
Thomson, Stables & Masters appeared for the
Plaintiff, and Mr. J. A. Francis, Q.C., (in-
structed by Messrs. Deacon & Hastings) for the
Defendants.The jury, empanelled were—Messrs.
Charles Wedderburn Dickson, Paul Witkowski,
Sydney Hancock, Augusto Jose Gomes,
Henry Allan Ritchie, Alfred Herbert Rennie,
Edward William Mitchell.The Plaintiff's claim was—1. The sum of
\$34,306.22, being the balance due from the
Defendant to the Plaintiff on the 30th
day of June, 1896, upon various accounts
which have been recently stated and settled
between them. 2. Interest on the said sum of
\$34,306.22 from the said 30th day of June, 1896,
until payment of judgment at the rate of 8 per
centum per annum calculated with half yearly
payments. 3. Costs of suit.The case was resumed this morning, Mr.
Francis continuing the examination of Defend-
ant. Mr. Chater said: There was an account
produced in support of the Plaintiff on the 30th
June. There is a copy of the account in my pres-
ent copy of the book. Both Plaintiff and his
solicitors have seen a copy of this.A heated discussion took place between
Defendant's counsel and Plaintiff's Counsel concern-
ing the letter having sent the statement; the
document was eventually found to be in the
possession of Plaintiff's Counsel.Witness, continuing: A complete set of
books was kept in reference to these accounts—
cash-book, journal, ledger—and was posted to
my knowledge. Plaintiff must have
gone into the account or he would not have
given the promissory note. In May and June
I was continually in communication with Plaintiff.
His illness did not in any way prevent
my attending to his business. Since Plaintiff
returned to the Colony he has been making
certain enquiries about the accounts, and all
our books and documents have been freely
shown to him and also to his solicitors. There was
no objection made to the statements concern-
ing the 4,350 Puntions and 730 Kowloon
shares. In fact, Plaintiff's solicitors
said they were perfectly satisfied. The
result of the transactions with those shares
was that, on the 30th of June, Plaintiff owed us
\$30,000.Contract notes were produced, the signatures
of which were recognised as those of Plaintiff
and brokers.Witness, continuing: We carried through for
Plaintiff his September settlement, and
furnished him the statement. At the end of
September we received the brokers' accounts
in the same way as we did in June.Documents were again produced and
recognised, but a long discussion ensued as to
the proper carrying out of the June transactions
concerning the 4,350 Puntions and 730 Kowloon
shares. It was admitted that the whole of the
September accounts were correct, but Plaintiff's
Counsel were not satisfied as to what was
done with the shares.His Honour remarked that if the shares
made over by Plaintiff to Defendant were to
remain in a safe for say 15 years, they would
probably then be worth nothing; then what
would be the security unless these shares could
be dealt with. Defendant's Counsel pointed
out that that was their contention. Unless these
shares could be dealt with in whatever way
they liked, how were they to secure their
selves against the sums paid out on
Plaintiff's account?Examination continued:—From 1887 to 1891
we had in hand more Kowloon shares than
were necessary to supply Plaintiff's demand.
We were always ready to supply Plaintiff at
any time with shares to satisfy his demand;
that is, up to 1891. It was an agreement be-
tween us that we were not bound to hold those
specific shares. I have never received any or
kept any Kowloon shares car-marked as Plain-
tiff's.

An adjournment was made for 11th.

The case was resumed at 2.15.

Witness, continuing: I was never called
upon to pay for 207 Puntions shares; only
1077 came to Mody, which were paid for by
Mr. E. S. Saxon had the other 1,000.
With reference to the 950 Puntions, we sold
600, that left 350 to be taken up and be paid for
by outside parties. We had on the 30th of
September 450 more Puntions shares than we
owed Plaintiff. I was present on one occasion
at a sale of 540 Kowloon shares, and also when
Plaintiff was asked to give us something
towards what he owed. About that time he
asked for the credit of £1,000 sterling; he
was about to go to England. The reason we
cancelled the account up to September 30th, I
expect, was because Plaintiff called to ask
for a new one to be made up as he was going
home, and this he accordingly done up to the
31st of December, the additional business
therein being added instead making out a
separate account for it. I have a copy in my
letter book. On the 3rd of April Plaintiff
signed and initialed each sheet of the account
in our office, in the presence of Mr. Mody, as
being correct. I was not present myself.
Plaintiff received a copy of this account at the
time, I think. We had enough Kowloons
to cover Plaintiff's call if he asked for
them, up to December, 1891. As to Puntions,
in September of 1887 we had 450 more than
were requisite. At the end of February,
1888, we were five short. The matter for
the arrangement of a loan of £1,000 was
done with Mr. Mody and myself. Defendant
to all appearance was well and able to do his
work; he had his brother here at the time.
Defendant went away on the 4th of April, 1888.
Soon after he left there was a rise in Kowloon
shares to about 160. After some delay
Defendant authorised the sale of 500, which
were sold by Mr. Jones for delivery from us.
We received the money from the brokers and
credited Defendant with the amount. Since
Plaintiff has returned to Hongkong, he and
his solicitors and also Mr. Pollock have been
to my office and repeatedly gone through our
books, and counsel said they were perfectly
satisfied.There was a discussion concerning a balance
sheet produced, with accounts up to the time of
the issuing of the writ, from which His Honour
wanted to know whether Defendant could show
a larger counterclaim than the Plaintiff's claim
of \$34,306.22, which he did to the amount of
\$45,331.67, all over and above \$30,000 dollars
being accumulations since the accounts were
made up previously to Plaintiff's departure for
England.The case was adjourned till 10.30 tomorrow
morning.The latest official report with regard to the
Siberian Railway gives a favourable view of its
future prospects as to traffic in grain, live
stock, and minerals. It is estimated that
within 10 years the annual goods traffic of
this line will reach 1,000,000 tons.The latest official report with regard to the
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within 10 years the annual goods traffic of
this line will reach 1,000,000 tons.

H.M.S. "BRISK" IN COLLISION.

Truly it appears as if the Fates were averse
to the "Brisk" proceeding to Wei-hai-wei, at all.
On Monday she steamed gaily out of the har-
bour conveying the destroyers "Rama" and
"Whiting," only to return again the same evening
owing to an accident of the "Whiting." Again
she left for Wei-hai-wei, this time alone, and
again returned, steaming into the harbour yes-
terday afternoon with her bows damaged. We
learn that the vessel has been in collision with
a junk which sustained such damage as to
necessitate the warship blowing the wreck up
in order that it should not prove a danger to
navigation.

SANITARY BOARD.

MORE RINDERPEST.

This afternoon a special meeting of the
Hongkong Sanitary Board was held for the
purpose of considering an outbreak of rinder-
pest at East Point Dairy Farm. The President
(Dr. Atkinson, Principal Civil Medical Officer)
occupied the chair and there were also present
the Hon. R. D. Ormsby (Director of Public
Works), Mr. E. Osborne, and Dr. Clarke
(Medical Officer of Health), Mr. A. W. Brown
(Acting Registrar-General), and Mr. Duggan
(Secretary). Mr. V. Ladds (Colonial Veterinary
Surgeon) was also in attendance.The Chairman said as a case of rinderpest
had been reported he had no option but to call
the meeting to declare the sheds an infected
area. Mr. Duggan then read the report from
the Colonial Veterinary Surgeon, stating that
there were eight cases of rinderpest at the East
Point Dairy Farm. There were 99 cows, four
bulls and 24 calves housed upon the premises in
addition to 11 buffaloes and 11 buffalo calves.
The disease had probably been imported from
Canton, where the Company had large grazing
grounds. The disease would in all probability
spread to the other animals on the farm. Dr.
Clarke proposed and the President seconded
that the area be declared infected. Mr.
Ladds said that all cattle that showed
symptoms did not necessarily die, that treat-
ment was not good, and that during the
summer the disease was of a milder form.
On further discussion Dr. Clarke volunteered
the information that to stamp out the disease
at Kowloon 42 cattle had to be slaughtered.Mr. Osborne in proposing that the cattle
should be slaughtered said that they had
started in a certain way and as they had had so
many of Mr. Kennedy's cattle slaughtered they
must continue on the same lines, but that he
thought the whole question needed recon-
sideration and at an early date he would bring
forward a motion to that effect. He proposed
that the cattle be destroyed and that it should
be left to the discretion of the Colonial
Veterinary Surgeon to slaughter any others if
in his opinion there was no chance of their
recovering, also that the owners be asked to
avail themselves of any recommendations that
Mr. Ladds might submit for their guidance.Mr. Ormsby said that rinderpest had already
cost the colony something like \$20,000. Dr.
Clarke seconded and the proposition was
carried, Messrs. Ormsby and Brevin voting
against.

This was all the business.

YOKOHAMA LAND RECLAMATION.

At a recent meeting of the Yokohama City
Council, the principal topic for discussion was
the reclamation of foreshores below the Bluff.
A resolution was unanimously passed in favour
of the application of Mr. Kinjiro Wakiwaka
and 35 others who propose to reclaim an area
of 89,242 *tsubo* extending from the northern
part of the Bluff to the boundary point between
the city and Honmoku. This will have to be
submitted to the Kanagawa Kencho for official
sanction. One of the other applications was
made by Mr. Oyama Shinzo and two other
Japanese of Tokyo, reclamation to the extent
of 107,137 *tsubo* being contemplated by them.
The third is by a number of Japanese of Tokyo,
the project being to reclaim as much as
160,000 *tsubo*.—*Japan Mail*.

NEW AMERICAN SHIPPING LAW.

The ship *Emily F. Whitney* (Pendleton,
master) was the first American ship to leave
New York, says an American paper; under
the new law which allows the ship-owner to
to advance to the sailor no more than the
equivalent of one month's wages. The efforts
of the boarding-house keepers to prevent her
securing a crew proved futile and the sailors
shipped are said to form one of the best crews
shipped out of New York for many years past.
If the new law is a success, as it should be,
and could be made so by the cooperation of
the shipmasters and others interested, there
would be less trouble for the ship's officers
when at sea through the incompetency of the
men, and at the end of the voyage the sailor
would have a more satisfactory amount of
money coming to him than under the former
regulations.

SILK BUSINESS IN JAPAN.

No other districts in Japan can surpass
Shinshu in the manufacture of silk thread. It
is the most important silk centre; the number
of furnaces being at present about 10,000.
Owing to the recent quotations on silk thread
which have begun to show a tendency to
advance since about the close of last year, the
manufacturers of small means in the district
are proposing to commence their season's
business as early as possible, that is as soon as
raw materials are obtainable, so that they are
expected to start reeling early in June next.
Large establishments on the other hand, sailor
commence their business after full supplies of
the raw materials are to be had. Be that as
it may, the number of furnaces in the locality
will be increased this year to 15,000 altogether,
so that keen competition is said to be pre-
valailing among the manufacturers in securing
skilled female operatives, some of the
manufacturers offering to pay in advance to
desirable workers. Hence it is feared says the
Japan Times and not without reason, that the
result will be the rough finish of the output,
as the manufacturers are only anxious to send
out their goods to the market in some way or
other.

THE SIBERIAN RAILWAY.

The latest official report with regard to the
Siberian Railway gives a favourable view of its
future prospects as to traffic in grain, live
stock, and minerals. It is estimated that
within 10 years the annual goods traffic of
this line will reach 1,000,000 tons.

THE YOKOHAMA LOTTERY.

According to the Tokyo *Yokohama*, the proprietors
of a lottery in this Settlement have applied to
the Kanagawa Prefectural Office for informa-
tion as to whether their enterprise will be
permitted to continue after the Revised Treaty
has been ratified. The Prefect forwarded the
query to the Home Department, the Home
Department sent it on to the Department of
Agriculture and Commerce, and the Depart-
ment of Agriculture and Commerce returned it
unanswered. We do not believe the story.
Neither the proprietors of the lottery nor any of
the Authorities to whom they are said to have
addressed themselves can be

THE WAR IN THE PHILIPPINES.

MCARTHUR ADVANCES.

STUBBORN RESISTANCE BY THE REBELS.

MANILA, May 10.

Major General McArthur's division took the field again at daylight yesterday and advanced from Apalit to San Fernando, despite the protestations of their commissioners, who recently came in to confer with General Otis. The rebels stubbornly resisted the attacking forces both at San Tomas and San Fernando. General Hale's brigade, consisting of five 3-10 guns and a galling under Major Young, 6th Artillery, two battalions of the 51st Iowa, the Nebraska and South Dakota volunteer regiments started at daylight along the main road from Apalit to San Fernando, some 25 miles to the right of the railroad. The enemy was first encountered at 6.45 o'clock near San Simon. The Iowas at once opened fire upon the rebel position, a small unfinished trench on the left of the road, and drove the outpost ahead in fairly good order. The natives after setting fire to the village evacuated it. As the column advanced it became more and more evident that the rebels had entertained the idea that the Americans would split up their forces and use both railroad and highway; hence, beyond a few pitfalls and imperfect trenches all of their earthworks were so constructed as to command the embankment alone, leaving their occupants unprotected from the road. The result was that General Hale's brigade advanced the rebels, who were wrenched from the Americans to advance along the railroad, were compelled to evacuate their positions and retreat to San Tomas.

At 7.45 o'clock the head of the column reached the banks of the river, on the other side of which the rebels were strongly entrenched for a distance of over a mile on each side of the railroad bridge. Major Young's platoon immediately proceeded to shell the enemy's position, while the Iowa and Nebraska volunteer regiments, which were thrown along the bank, fired volley after volley into the trenches. The rebels, however, offered a most stubborn resistance, and for fifty-five minutes held the Americans in check, despite the very heavy artillery and musketry fire which was maintained across the river.

Ultimately, however, they were flanked by the Nebraskans, and a wild scramble for the railroad, where trains were waiting, ensued.

During the engagement and advance of yesterday afternoon the following casualties occurred:

KILLED.

James Spolity, Company G, 1st Nebraska.
Two other Nebraska volunteers killed, names unobtainable.

WOUNDED.

B. F. Dunning, Co. E, 1st Nebraska.
Willard B. Johnson, Co. K, 1st Nebraska.
Clark Koorill, Co. F, 1st Nebraska.

The gallant Brigadier-General Frederick H. Funston, formerly Colonel of the Kansas regiment, was wounded in the right hand while leading his men towards San Fernando. The wound is a very painful one, and compelled the general to quit the field to come into town for treatment, much against his will.

Captain Albright, of Company C, 20th Kansas, was wounded in the left thigh while supporting the battery with companies C and H of his regiment, and the following men under him were wounded:

T. J. Davidson, Company H, 20th Kansas.
B. H. Oliver, Company H, 20th Kansas.
Fritz Clapp, Company A, 20th Kansas.

Captain Dillon, of Company K, Montana Volunteers, while acting as major in the field, was wounded in the hip, and one of his men, private Fred Smith, of Company C, was wounded in the left ear.

R. J. Van Hook, of Company K, South Dakota Volunteers, was also wounded during the advance.

MANY DISTURBANCES ABOUT THE CITY.

Apparently there was some organized attempt to disturb the peace of Manila last night, for there was frequent firing about the streets in many parts of the town. As many as thirty shots were heard in the Ermita and Malate districts, and the vicinity of Binibid prison was roused for half an hour while a rifle shooting match was in progress.

Employees at the office of the Captain of the Port state that about eight o'clock there was considerable firing in the direction of the mouth of the river, beyond the San Antonio fort.

SICK AND WOUNDED RETURN TO MANILA.

Last night's train which arrived in Manila at half-past ten, brought down a large number of sick men who were sent in from General Lawton's expedition. The majority of the men are suffering from heat prostration and dysentery. The country through which the last week's march has been made is marshy and feverish, and in many places the rice fields are already covered with several inches of water. Fighting such ground is very conducive to fevers, and quickly exhausts the men. Altogether 91 sick and wounded men were brought in, also one boy.

The distance of the field operations of General McArthur's division, from the train at Calumpit, prevented the return of the men who were wounded yesterday's fighting at Santa Tomas. They will be sent to the hospitals at Manila today.

THE "MONADNOCK" AT PANANAQUE.

Shortly after six o'clock this morning the *Monadnock* opened up with her heavy guns on the insurgent trenches near Pananaque. Firing continued at intervals until eight o'clock. For several days past the natives have been busy working on trenches along the beach and though the hill is somewhat hidden by the thick brush that grows about the water's edge, it is believed that some attempt is being made to mount another gun.

GENERAL.

The gunboat *Petrel* arrived in the bay this morning from Balayan. During her cruise she observed three schooners which acted in a suspicious manner. The *Petrel* overtook them and brought them in; their names are *Guinipud*, *Barito* and *Yana*. The *Guinipud* has been ordered to return to San Francisco as soon as possible. It is expected that they will leave for Frisco via Nagasaki on Sunday, 7th inst. — *Manila Times*.

PATRIOTS AND PENSIONS.

Since the close of the War there has been a great rush on the American pension department by men who enlisted for service in Cuba. The regiments that did the most fighting have presented the fewest claims. One that was never under fire makes claims equal to 33 per cent. of the full force of the regiment. Two other regiments make almost as great a percentage of claims, although they never landed in Cuba.

YOKOHAMA LETTER.

(FROM OUR OWN CORRESPONDENT.)

YOKOHAMA, May 2nd, 1899.

There is considerable agitation in this country against the Civil Code as regards the matter of emphyteusis. For the benefit of the uninitiated I may state that an emphyteutic is one who utilizes another person's land for the purpose of agriculture, &c. There is apparently ample cause for dissatisfaction in this connection, as the operation of the Civil Code would be liable to deal injustice to a large number of peasants. A custom that largely prevails in Japan is the cultivation of land under a lease arrangement, the wealthy man providing the necessary capital and the farmer the labour. Under this arrangement the capitalist is registered as the owner, but it is tacitly understood that it is really a joint ownership, the farmer being granted the right of emphyteusis for an unlimited period. In this manner large tracts of land have been cultivated, the right of emphyteusis in a great many instances being handed down from father to son for generations. But in the event of the Civil Code coming into operation the right which tenants have inherited from their ancestors may be cancelled by the registered owners after the expiration of fifty years. This, on the face of it, appears to be a very unfair arrangement, and if it is deemed advisable to limit the period of the right of emphyteusis there should be some provision made in the way of compensation for those who at present enjoy the right in perpetuity. Some of the Liberal members of the Diet have expressed the opinion that proper steps should be taken to deal with this long descended right, and therefore it is probable that during the next session of the Diet this question will be brought forward for discussion.

A vernacular journal has been dwelling upon the necessity of judicial officials acquiring a knowledge of foreign languages, and remarks that when Japan assumes jurisdiction over foreigners the importance of an acquaintance with foreign languages by judges and public prosecutors will be multiplied. The journal further says it would be advisable that, with an increase of pay to judicial officials the subject of foreign languages be included in their examination, so that proficient men might be attracted to the service. There can be no doubt that such a knowledge would be of the utmost value to judicial officials in dealing with complicated foreign cases, but at the same time it must be acknowledged that who were acquainted with such officials to pass an examination in foreign languages would not be treating them fairly. I am not aware that such knowledge is required of judicial officials in any other country, and the Japanese authorities would scarcely be justified in making it compulsory here.

In my last letter I gave some particulars of a case where the police had "prevalled" upon a servant girl to confess to having stolen a watch which was subsequently found to have been mislaid by its owner. The two policemen who were accused of brutally ill-treating this girl have been tried at the Tokyo District Court and being found guilty were, on the 28th April, sentenced to two months' imprisonment and seven days' detention respectively. They, however, both appealed. From details which transpired at the trial it appears that after being taken to the police station this poor girl was stripped and then one of the policemen used a henpen rope to thrash her back, while the other struck her two or three times with a *jitte* (a kind of iron mace); also a Japanese policeman was placed between the fingers of her right hand and pressed into the flesh. As a result of this cruel treatment the girl was unable to work for ten days and had to apply to the police for a fortnight. The police, of course, denied having ill-treated her, but the doctor's evidence in addition to the girl's statement established their guilt fairly conclusively. Mr. Murayama, Superintendent of the Tokyo Water Police, from whom the watch was alleged to have been stolen, has been compelled to resign, although he was not cognizant of the maltreatment to which the girl was subjected. I trust the Higher Court will uphold the decision of the Tokyo District Court, and that this case will have a salutary effect in awakening police officials to the responsibility of their positions, and the necessity of exercising a proper supervision over their subordinates, and thus prevent a recurrence of practices which are liable to hold them up to the scorn of the civilised world.

At the meeting of Prefectural Governors (about which I made some comments in my last letter) the Minister for Home Affairs submitted a long list of instructions, among which occurs the following:—"At hot springs it is not always possible to prohibit the bathing of men and women together. This practice, however, should not be overlooked as far as the control of public morality is concerned. Foreigners especially feel shocked at this indecent custom. Steps should be taken to gradually suppress the practice." This clause has been the subject of comment in both foreign and Japanese papers, although it is not of sufficient importance to call for any exceptional notice. It has always been the custom for the Japanese to have mixed bathing (nude) at hot springs, and they think there is no more harm in it than we do of mixed bathing (in costume) at our seaside resorts at home; in fact much less than a good many people at home think on the subject. I suppose the authorities would never have considered it necessary or even advisable to restrict this practice were it not for the inflated writings of foreigners, most of whom are only too willing to gloat over witnessing the sight and afterwards was eloquent upon the immoral customs existing among the Japanese. Such hypocritical denunciations are not worthy a moment's consideration. Where ladies bathe at home how common a sight it is to see youths and men of a ripe age, too perched on points of vantage near at hand watching the gambols of the fair ones through binoculars. Yet a Japanese would scarcely turn his head in passing to look at a bevy of girls who are going through their ablutions perfectly naked. The only conclusion one can arrive at is that the elaborate and carefully contrived costume of the European lady bather is much more suggestive of vice to a European than is the nude figure to a Japanese.

While making these comments in justification of the Japanese I do not wish to express unqualified approval of the custom, and in a large number of cases it could very easily and with advantage be abolished. The more important hotels provide three or four rooms for hot spring baths, and where such accommodations are provided it would perhaps be advisable to provide one room exclusively for the use of ladies. There are other hotels, however, which only possess one bath-room, and therefore those Japanese who cannot afford to patronise the larger hotels are necessarily compelled to indulge in mixed bathing. In such cases the authorities will be fully justified in ignoring the canting condemnation of the moral leave the mark globe-trotter, and in fact by the means certain that the practice of mixed bathing

does not indicate a higher standard of morality than the custom which obtains at home.

There is some speculation as to the fate of lotteries here when the revised Treaties are put into operation, such as the Pari-mutuel on the Race-course and the Yokohama Investment Company. The provisions of the Japanese Penal Code prohibit any kind of lottery in the Japanese Empire. A number of Japanese, however, are in favour of licensing the profession of conducting lotteries, subject to certain restrictions, and in this connection the Kyoto Chamber of Commerce presented a memorial to the Government some time ago. A vernacular journal now reports that the Yokohama Investment Committee recently sent to the Home Office a note requesting information as to whether their business will be suspended when the revised Treaties come into force. The Minister for Home Affairs concluded that it did not come within his province to decide the matter and forwarded the application to the Department of Agriculture and Commerce. The latter department fought shy of the question, however, and returned the communication to the Home Office. While being battered about from pillar to post in this manner the question as to who is to settle the matter must resolve itself into a lottery.

WHERE IS THE DIFFERENCE?

We (*Manila Times*) have received from somebody in Hongkong, who is interested in advocating the cause of the Philippines, a copy of an address which has been framed for the purpose of appealing to the people of the United States, to induce the Government to suspend hostilities in the Philippines and confer with the Filipino leaders with the view of preventing further bloodshed. The address says:—

"The evidence is very clear that Aguinaldo was brought to the islands by our own warship, that his aid was accepted and desired by our military operations against the Spaniards, and that hopes of independence were encouraged by our Consuls and other officers, that a Parliament of the islands framed a Constitution, and that the Government so formed fairly represented the intelligence of the people of the islands."

"It is also undeniable that on January 3rd President McKinley issued a proclamation through General Otis declaring that on the 10th of the previous month the Philippine Islands had been ceded to this country by Spain by the signature of the Treaty of Paris, and further ordered him to extend the military Government of the United States to the whole of the ceded territory, and to demand the surrender of all arms, which was then held by the Filipinos in an orderly manner by capture from the Spaniards."

"No declaration of revolution as to the future of the islands was assented to by the Administration before the ratification of the Treaty by the Senate and none has been made since."

"Any right that we assert to ownership of the Philippines must rest, therefore, either upon conquest or upon purchase from their Spanish oppressors, or upon both, and in any case it is, as we believe, inconsistent with the principles of this Republic, and fraught with danger to its peace and to the peace of the world."

"The first result we already witness a war of subjugation, which must embitter the people we seek to rule, and which, however successful, must bring disaster and death to our soldiers and unmeasured cost to our people."

"The aims of the framers of the address are:—
"First—That our Government shall take immediate steps toward a suspension of hostilities and a conference with the Filipino leaders, with a view to preventing further bloodshed, upon the basis of a recognition of their freedom and independence, as soon as proper guarantees can be had of order and protection to property."
"Second—That the Government of the United States shall tender an official assurance to the inhabitants of the Philippine Islands that the will encourage and assist in the organization of such a Government in the hands of the people thereof shall prefer, and that upon its organization in stable manner the United States, in accordance with its traditional and prescriptive policy in such cases, will recognize the independence of the Philippines and its equality among nations and gradually withdraw all military and naval forces."

"There is no material difference of view between the opposing parties, if it can be taken as an actual statement of the Filipino proposition. In fact, the United States Government and the Military Government of the United States in the Philippines would endorse this present appeal and lay, in fact, substantially the same thing in several plain language that is to say, 'upon the basis of a recognition of the freedom and independence of the Philippines as soon as proper guarantees can be had of order and protection to property.' Where the dispute arises is in that very phrase 'as soon as proper guarantees can be had.' That is exactly the rock on which the Filipinos and Americans have split, that is the point on which they are irreconcilable, and can only be brought to that point of agreement by the subjection of one to the domination of the other. The Filipinos claim that the address 'proper guarantees' have been in existence ever since they proclaimed their republican government. They not merely said this but they started the fight for the purpose of doing it. There was never any need to begin the fight. There was never any need for the Filipino troops to insist on being at such close quarters with the American outposts that friction was sure to result."

"This promise to grant freedom and independence 'as soon as proper guarantees can be had' has always been the promise held out to the Filipinos and it has never been withdrawn or modified nor varied in the slightest degree. It holds good now as it always has done. 'As soon as proper guarantees can be had' then the United States will leave the Filipinos to run their country unaided, but it is for the United States, as the party making the offer, to decide whether the guarantees are or are not sufficiently satisfactory. If we in ordinary every day business, say to a man 'we will promise this if you will do that,' then it is for us to say whether we consider that he has done his side of the contract to our satisfaction. It is, on the face of it, impossible for the Filipinos to say what are satisfactory guarantees of good government because as it is evident, and as they cannot for a moment refuse to admit, they have absolutely no knowledge or experience in such matters. From their own statements, they have as little knowledge of what is and what is not good government as a carabao knows about an automobile car. Therefore, it is not for themselves to judge how soon the right moment can be considered to have arrived for this clause of the promise to go into effect. The appeal of the Filipinos and their friends is intended to induce the government 'to tender an official assurance to the inhabitants of the Philippine Islands that they will encourage and assist in the organization of such a government in the hands of the people thereof shall prefer, and that upon its organization in stable manner the United States will recognize the independence of the Philippines and its equality among nations and gradually withdraw all military and naval forces.'"

This is exactly what the United States itself purposes, this is almost word for word what has been offered, and the offer has never been withdrawn. It still holds good, but the fighting began and it continued solely because some Filipinos would not wait for the fulfilment of this programme. At imperative that all those who will not wait for this to be done satisfactorily else can be done. The act of reducing them to submission is no violation of the promise but is simply paving the way for the fulfilment of the promise.

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THE "NEERA" BEACHED.

SHE STRIKES THE BAR AT TRINGGANU.

The steamer *Eng Ann*, which arrived at Singapore recently, brought news of an accident to the s. s. *Neera*, one of the fleet of the Straits Steamship Company. A day or so back, the *Neera* was entering the harbour at Tringganu when she struck the bar heavily. She was not thought to be seriously damaged at the time and proceeded towards her anchorage inside the harbour, where there is deep water. It was found, however, that the ship was making water rapidly, and Captain Coys decided to beach her. No trouble is anticipated in pumping the water out of the vessel and bringing her to Singapore. The *Neera* is a steamer of 159 tons net register.

A DEPRAVED CRIMINAL.

THE "LIGHTNING ROBBER."

The metropolitan press has been thrown into a considerable flurry over an important discovery lately effected by the Metropolitan Police Office, a discovery relating to the identity of a notorious robber named Kijiro Sakamoto known under several names but most commonly under that of the dreaded "lightning robber." For several weeks past, Tokyo papers have been vying with each other to unravel the real personality of the subject of the Urawa arrest, for it was under one of his assumed names that the burglar was taken into custody on February 18th by the Urawa police. Always alert for anything sensational or extraordinary, the suspicion of pressmen was at once aroused that the prisoner may have been the very "lightning robber," an object of terror for the past year to the people living in the neighbourhood of Tokyo. The suspicion has since turned out correct, for the man examined by the famous detective and special professor Mori at the Metropolitan Police Office, whether he had been conveyed from Urawa, has disclosed his personality and his career of crime. Reading the account of his confession one is led to see that this is a case of hereditary depravity. He was born about 32 years ago in a well-to-do farmer's family in Owata Mura, Shinodogun, Ibaragi. After the death of his grandfather to whom the family owed the building up of its fortune, his father and brother's dissipation in a few years wrecked the estate. Brought up as he was in such a family, whatever progress he made, and he is said to have been a smart boy, was in the direction of evil doing. He took early to gambling and a life of dissipation, and surely had he come of age before his acquaintance with prisons began. When he was 23 years old he was sentenced at the Mito Local Court to penal servitude for life for having committed a robbery and wounded the master of the house he broke into. He was transported to the Hokkaido and imprisoned in the Rabaty Gaol. While serving his term there, he, with a number of equally desperate ruffians twice broke loose, only he, caught again, but on their third attempt he and his accomplices, for there were only two on this occasion, succeeded in eluding their pursuers. They separated, and Kijiro reached Aomori on October 11th, 1893. His freedom regained after six years' confinement and his criminal propensity thoroughly hardened by his contact with jail birds, he was soon at his trade again, the only one he was adept at, as soon as he entered Miyagi Ken. But, born criminal as he was, he seemed to have retained some sense of the love of his boyhood's home. Disguised as an itinerant monk he visited his native village and found the house where he was born converted into a village school, as mockery to welcome his return. He learned that his father and brother had been arrested soon after he was gone, for robbery with violence, and his step-mother, for his real mother had died when he was a little boy, and sister and youngest brother gone to some other place, nobody knew where.

He left the village in a pensive mood, but his evil genius asserted itself again before he reached the next, for there he helped himself in his usual way to a suit of clothes, and attired himself like a tradesman. While quartered at an inn in Chiba, he drew upon him the suspicion of a policeman who came there on an official call to examine his register and was ordered to accompany the officer to the Police Office. This he did, only to attempt an escape on the way, but while struggling to force himself from the Police, two or three firemen happened to pass by and assisted the latter in overpowering Kijiro. Of course he concealed his identity and past doings, was examined at the Chiba Local Court, and simply confessed to a larceny committed within its jurisdiction. He was sentenced to 3 years' imprisonment. He served out the term in April of last year, and instantly returned to his pefarious business, having grown more desperate and callous than ever. It was in less than a year, at the end of which, in last February, he was again captured in Urawa as already told, that he achieved a great notoriety as the "lightning robber," and his identity remaining undiscovered, taxed the ingenuity of the detective forces of the Metropolitan and local Police and excited the keen curiosity of the Tokyo papers. The portion of his confession covering this particular period, apparently leaves many of his criminal doings in the dark, but even from his scanty revelations he has made, he sufficiently deserves the highest penalty. On November 11th last year, armed with a sword and a revolver, he broke into a restaurant at Hiyashi Murayama Village, Kita Tama District, Tokyo. Early next morning he visited in a similar way a pawn-broker's shop at Kamishiro Village in the same district, and murdered the master of the house. On January 23rd of this year he effected an entry into a grocer's shop in Fukagawa, Tokyo, and murdered its proprietor. On each of those occasions he carried away cash and valuables, which supplied him with a plentiful supply of funds for debauchery for the time being. But even a lightning robber could not long evade the clutch of law and of justice. Early on the morning of the 19th of February last, he stole into a lumber merchant's shop in Urawa. Feeling hungry he thought he would help himself first to eatables in the kitchen, before commencing his atrocious work. As fate would have it, the noise in the kitchen, however, awoke the lumber man, who with his son stole to whence the noise came and after a hand fight finally succeeded in overcoming the unwelcome visitor. Such he is in a sketch of this extraordinary criminal career.

JAPANESE AND CHINESE LABOURERS FOR HAWAII.

It is learned through a semi-official source that the sugar planters of Hawaii have given an order to a Japanese emigration company for over 6,000 labourers. The planters fear that the Exclusion Laws of the United States will be applied to the Hawaiian Islands, hence their haste in importing Japanese on long term contracts prior to the operation of this anticipated law.

From other sources it is learned that similar contracts will be made with Chinese, and that a representative of the sugar planters is now in China securing coolies. An attempt will also be made, it is said, to import Filipinos, but it is thought that in the latter case much difficulty will be encountered, as the Filipinos will not care to leave the surroundings of their fellow muchachos and muchachas. Unlike the Chinese and Japanese the Filipinos do not leave their homes for emigration purposes.

SINGAPORE PHILHARMONIC SOCIETY.

THE ANNUAL REPORT.

In their report for the year ended 31st March last, the Committee of the Singapore Philharmonic Society state that the membership of the Society has increased during the year and that the number on the roll is now 290. Messrs. Barker and Laugher, who were respectively Hon. Treasurer and Hon. Librarian of the Society, resigned on leaving the Colony, and were succeeded by Messrs. W. Makepeace and A. P. Ager. Five concerts—to which members had free admission—were given during the year and a musical evening was held in August. Two additional concerts were given by the Orchestral Section of the Society, the proceeds of which were devoted to the purchase of a set of timpani (which have now arrived), and the first of a series of concerts for children was held in the Town Hall in January. Two new pianos, a set of timpani and a considerable amount of music have been obtained during the year, the music including 80 copies of Mackenzie's Cantata "The Bride" which is now being practised. The Committee, is composed of Mr. W. G. St. Clair (President), Mr. W. Makepeace (Hon. Treasurer), Mr. A. P. Ager (Hon. Librarian), Mr. M. Heller (Hon. Secretary), Messrs. A. Knight, S. Tomlinson, L. Lanz, and F. Whitefield. The accounts show that the receipts were \$2,542 as against \$2,956 last year. Subscriptions were slightly larger, and the concert receipts—amounting to the special funds for a set of timpani, which resulted in a profit of \$170, the timpani costing \$117. The expenditure amounts to \$2,410 as against \$1,921 last year. Double the amount has been spent on new music, and the item "general expenses" includes some outstanding accounts of last year. From the balance of \$136 the Committee recommended that \$100 be carried to debenture accounts, to meet the interest on ten debentures at 5 per cent. for eight months, and to form a fund for the redemption of debentures. Provision should be made in this year's estimates for at least \$300 to be carried to this account. It is proposed to issue this year, on payment of subscription, a member's season ticket, to admit to all concerts of the Society, and to entitle to a reserved seat coupon for those concerts.

This report will be submitted to the annual general meeting of members, which has been fixed for Friday afternoon next in the Town Hall, at 5.15.

TOKYO HARBOUR.

We (*Japan Mail*) mentioned recently a rumour to the effect that a scheme was on the tapis for diverting the greater part of the Sumida River's volume into the Sagami Bay by means of a canal, and the dimensions of a canal, and thus permitting the successful dredging and deepening of the space within the forts, which is at present kept perpetually shallow by the detritus of the Sumida. Another project is now spoken of as having been suggested by Mr. Furuchi, the well-known Chief Engineer of the Home Department. It is to fill up the whole fore-shore from the Shiba Detached Palace to Shingawa by dredging the bay in front. The Tokyo newspapers which give this information do not explain what Mr. Furuchi proposes to do with the Sumida River, the whole source of difficulty, but they tell us that the area of the reclaimed land would be eight hundred thousand *tsubo*, which, at 100 *yen* per *tsubo*, would represent eighty million *yen*. Even after the simplest allowance has been made for roads, canals, &c., there would certainly remain four or five hundred thousand *tsubo*, and as the total expenditure would not exceed 30 million *yen*, a substantial margin is in sight. Pending the sale of sufficient land to cover the initial outlay, harbour and wharfage dues might be levied to pay interest, and the Government's assistance might be invoked.

If the Tokyo people had even a moderate degree of enterprise, they would have possessed a harbour long ago. Perhaps they are wakening up at last. But we doubt it. At all events, they ought to be able to manage their own business without assistance from the Treasury. There is no reason why the whole nation should be obliged to put its hand into its pocket because the people in the capital want to enjoy a larger measure of prosperity but have not the courage to procure it by their own exertions. Another point is that if heavy harbour dues and wharfage charges are to be levied in Tokyo, shippers will certainly prefer Yokohama.

Later
The latest scheme with reference to Tokyo harbour is to have it at Hancu that is to say, at the mouth of the Tamagawa. The cost of constructing it, according to that plan, would be 30 million *yen*, and the engineering difficulties would be comparatively small. The only trouble is that a harbour, 10 miles distant from Tokyo could scarcely be called Tokyo harbour. The *Jiji Shimpo* just ridicules the idea, and urges that, even though three times as much money be required, the mouth of the Sumida is the only proper site.

NOTANDA.

CALENDAR.

MAY.
Meteorological means based on ten years' observations to 1893.
Barometer 29.87
Thermometer 76.2
Humidity 84.0
Rainfall 15.0

TO-DAY.

WEATHER REPORT.
On date of
Barometer 29.87
Thermometer 76.2
Humidity 84.0
Rainfall 15.0

TO-DAY.
Wednesday, 10th May, 1899.

Chinese—2nd of 4th moon of 25th year of Kwang-shi.
Sun—Rises 6hr. 5min.
Sets 5hr. 35min.
High water—Morning 2hr. 3min.
Afternoon 2hr. 15min.
Low water—Morning 2hr. 15min.
Afternoon 2hr. 15min.

ANNIVERSARIES.
1774—Louis XV. died.
1853—H.M.S. *Rattler* destroyed a piratical fleet near Hongkong.
1897—The Indian Mutiny broke out at Meerut and Delhi.
1864—Capture of Chang-Chow by Col. Gordon and "The Ever Victorious Army."
1865—Jefferson Davis captured in Georgia.
1876—Great typhoon in Formosa; 4 ships lost.
1885—Occupation of Port Hamilton by the British fleet.
1894—Hongkong declared infected with Bubonic Plague.

TO-MORROW.
Thursday, 11th May, 1899.

Chinese—2nd of 4th moon of 25th year of Kwang-shi.
Sun—Rises 6hr. 6min.
Sets 5hr. 35min.
High water—Morning 2hr. 7min.
Afternoon 2hr. 25min.
Low water—Morning 2hr. 40min.
Afternoon 2hr. 25min.

ANNIVERSARIES.
1843—Wang An-shing and Hsienling visited Hongkong.
1864—Armed attack on the offices of Messrs. Holiday, Wise & Co.
1866—"Black Friday" extensive Bank failures etc. in England.
1878—Attempted assassination of the German Emperor.
1886—The Duke of Genoa arrived in Hongkong.
1889—Death of Father Damien.
1891—Attempted assassination of the Czar, which in Japan.
1894—Collision between the *Mike Maru* and *Northampton* near the Tungsha Lightship.
1897—The Powers proposed mediation between Turkey and Greece.

SHIPPING AND MAIL NEWS.

MAILS DUE.

English (*Chusan*) to-morrow.
Indian (*Singapore*) 15th inst.
American (*City of Rio de Janeiro*) 18th inst.
American (*Coptic*) 23rd inst.
American (*America Maru*) 3rd prox.

TUG: Canadian Pacific Railway Co.'s steamer *Athenian* left Vancouver for Kobe for Hongkong on the 7th. She is due to arrive at Kobe on the 22nd inst.

THE O. S. S. Co.'s steamer *Homocerus*, from Glasgow, Liverpool, etc., left Singapore for this port yesterday afternoon, the 9th, and may be expected here on or about Monday, the 15th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isle de Cuba at Kowloon, 5th inst.
Isle de Luzon
Henry Palling
Hongkong Maru
Yusen
H.M.S. Dolphin
U.S.S. Bennington
D. Juan d'Austria
Chinglu
Genral C. Tobey

PASSED THE CANAL.

Outward—14th April—*Indrapura*, *Kintaka*, *Enos*, *Bamber*, *Indonatus*, *Palatina*. 18th April—*Glenloch*, *Halabot*, *Kemore*. 21st April—*Japan*, *Boynton*, *Tankin*. 23rd April—*Amelia*, *Dogstad*. 27th April—*Coville*. 28th April—*Priam*, *Eastern*. 2nd May—*Brighton*, *Dorothea Richmers*, *Agri*, *Nipita*, *John Adamson*. 5th May—*Tanahara*.

Homeward—5th May—*Formosa*.

SWATOW WEEKLY SHIPPING REPORT.

(5th May, 1899.)

ARRIVALS.
Date. Vessel. Where from. Agent.
Apr. 30 *Choyang* Shanghai. J. M. & Co.
" 30 *Kiangsu* W. & C. Kiang. B. & S.
" 30 *Taiyang* Hongkong. J. M. & Co.
May 1 *Haitian*
" 1 *Haitian* B. & Co.
" 1 *Alfara Maru* B. & Co.
" 1 *Tamini* C. & N. Wang. B. & S.
" 1 *Tanjin*
" 2 *Takshan* Amoy. B. & Co.
" 2 *Glenfalloch* J. M. & Co.
" 2 *Haiching* J. M. & Co.
" 2 *Khan* W. & C. Kiang.
" 2 *Yikang* C. & N. Wang.
" 2 *Meefoo* H'kong. C.M.S.N. Co.
" 3 *S'genti Maru* B. & Co.
" 3 *Wanpoo* B. & S.
" 3 *Kueilin* Newchwang.
" 3 *Charterhouse* Amoy. J. M. & Co.
" 3 *Formosa* J. M. & Co.
" 3 *Pechili* G. & N. Wang. B. & Co.
" 3 *Sigawa* Amoy. B. & Co.
" 3 *Photo* Hongkong. J. M. & Co.
" 4 *Thales* Amoy. B. & S

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SAGAMI MARU.....	VLADIVOSTOK, VIA SHANGHAI, CHELOO, CHENULO & NAGASAKI.	Friday, 12th May, at Noon.
MIKE MARU.....	Kobe and YOKOHAMA.	Saturday, 13th May, at 4 P.M.
YAMAGUCHI MARU.....	ROMBAY, VIA SINGAPORE and COLOMBO.	Tuesday, 16th May, at Noon.
KAWACHI MARU.....	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE.	Sunday, 21st May, at 4 P.M.
FUTAMI MARU.....	NAGASAKI, Kobe and YOKO- HAMA.	Thursday, 25th May, at 4 P.M.
KASUGA MARU.....	THURSDAY ISLAND, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE.	Friday, 26th May, at 4 P.M.
*IDZUMI MARU.....	SEATTLE, WASH., U.S.A., VIA KORE, YOKOHAMA & VICTORIA, B.C.	Thursday, 1st June, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

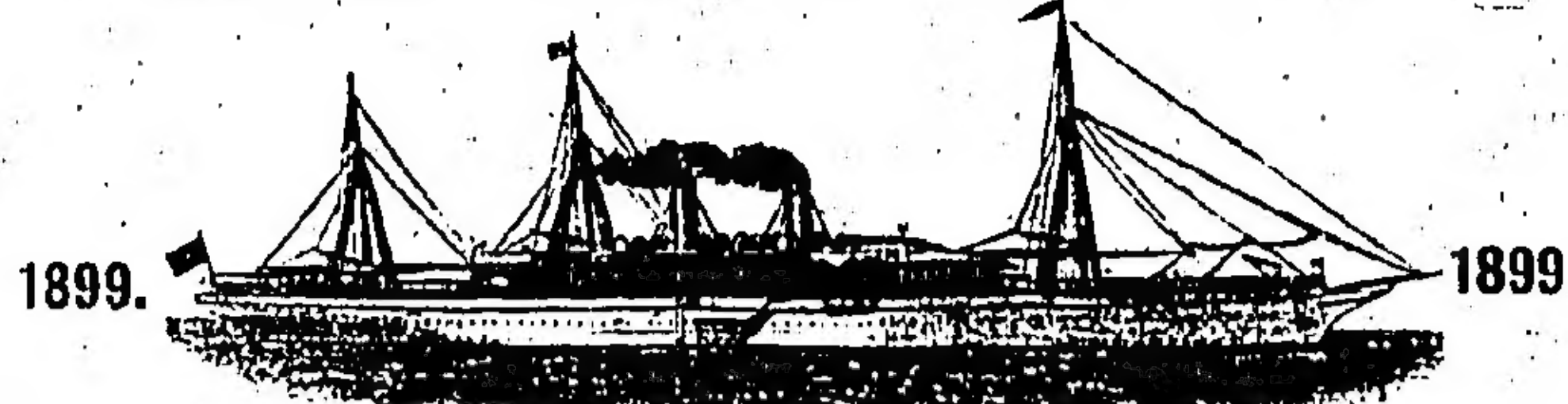
For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 8th May, 1899.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST-ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, Kobe, YOKOHAMA AND VICTORIA, B.C.
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN, Comdr. Geo. A. Lee, R.N.R., WEDNESDAY, 17th May, 1899.
EMPEROR OF INDIA, Comdr. R. Archibald, R.N.R., WEDNESDAY, 7th June, 1899.
EMPEROR OF CHINA, Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 28th June, 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER B.C. in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC COAST CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES: First class only, granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, second to none in the World, the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS, the Company having received the highest award for same at recent Chicago World's Exhibition, and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Book, Rates of Passage &c., apply to:
D. E. BROWN, General Agent,
Hongkong, 26th April, 1899. Paddy Street, 13.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU, via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu.	Saturday, 20th May, at Noon.
AMERICA MARU, via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu.	Tuesday, 13th June, at Noon.

THE Steamship

"NIPPON MARU" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, Kobe, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 20th May, at Noon, taking Freight, and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland-Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central, and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same, if required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 11th March, 1899. [1310]

NITSUI BUSSAN KAISHA.

No. 6, Lee House Street, Praya Central.

Head Office: TOKIO.

Branch Offices: LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG and all Ports in JAPAN.

Agencies: Mitsui Coal Mines, Onoda Coal Mines, Onoda Cement Co., Limited, Tokyo Marine Insurance Co., Limited, Meiji Fire Insurance Co., Limited, Imperial Government Paper Mills, Japan, Cotton Cleaning and Wg. Co., Shanghai, Onoda Cement Co., Japan, Kanagatani Cotton Spinning Mill, Japan, The Mitsui Cotton Spinning Mill, Limited, Tokyo Cotton Spinning Mill, Japan, Hayashi Clock Factory.

Hongkong, 11th December, 1896. [45]

Mails.

NORDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRUSTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*HEIDELBERG.....	HAVRE and HAMBURG.	About 25th May.
Schiller.....	(LONDON with transhipment in HAMBURG)	May.
*SIBIRIA.....	HAVRE and HAMBURG.	About 30th May.
Hildebrandt.....	(LONDON with transhipment in HAMBURG)	May.
*KONIGSBERG.....	HAVRE and HAMBURG.	About 15th June.
Christiansen.....	(LONDON with transhipment in HAMBURG)	June.
DEIKE.....	NEW YORK.	About 30th June.
RICKMERS.....	via SUEZ CANAL.	June.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to:

CARLOWITZ & Co., Agents.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHAFON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports and HONOLULU, The UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Phryne.....	1,340	about	1 May 20
Belgian King.....	3,379	about	1 June 20
Cornwallshire.....	2,929	about	1 July 20
Carlisle City.....	3,002	about	1 Aug. 20

THE Steamship

"THYRA,"

will be despatched for SAN FRANCISCO and SAN DIEGO VIA NAGASAKI, Kobe, YOKOHAMA and HONOLULU, on or about the 20th May.

Through Bills of Lading is used to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to:

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan, [1330]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro, via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu.	Saturday, 27th May, at Noon.
City of Peking, via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu.	Thursday, 22nd June, at Noon.
China, via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu.	Tuesday, 18th July, at Noon.

THE U. S. Mail Steamship

"CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, Kobe, INLAND SEA, YOKOHAMA & HONOLULU, on SATURDAY, the 27th May, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central, and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 2nd May, 1899. [1330]

HAMBURG-AMERIKA LINE.

(East Asiatic Service.)



OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Tomorrow, 11th May, at Noon.
Coptic, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Tuesday, 6th June, at Noon.
Gaelic, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Saturday, 1st July, at Noon.

THE Company's Steamship

"DORIC,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, Kobe, INLAND SEA, YOKOHAMA and HONOLULU, TO-MORROW, the 11th May, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 15th April, 1899. [1320]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN and HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Preussen.....	Wednesday 24th May.
Sachsen.....	Wednesday 21st June.
Havry.....	Wednesday 19th July.

ON WEDNESDAY, the 24th day of May, 1899, at 9 A.M., the Company's Steamship "PREUSSEN," Captain R. Heintze, with PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 22nd May, and will be received on board until 5 P.M. on TUESDAY, the 23rd May, and will be received at the Agency's Office until NOON on TUESDAY, the 23rd May. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to:

MELCHERS & Co., Agents.

Hongkong, 26th April, 1899. [1340]

Printed and Published by ETHELBERT FORBES SKETCHLEY, at No. 30, Queen's Road Central, in the City of Victoria, Hong Kong.

DISINFECT
WITH
SANITAS
FLUID, POWDER, SOAPS, &c.
OF ALL CHEMISTS AND STORES.
HOW TO DISINFECT
THE SANITAS CO. LTD.
LONDON.

SETTING UP OF DISTILLERIES
Rice—Corn—Sugar-cane, etc.
PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS.
SETTING UP OF
Liquors Factories—Preserves Factories
Laboratories of Druggists—Essences Factories
STEAM KITCHENS
ECROT & GRANGE, rue Mathis, PARIS
Apply to Messrs. Dodwell & Co., Ltd., Hongkong.

TEETHING BABIES
need time for the teeth. All children need time for a healthy formation of the growing bones. Curvature of the spine, bow legs, and soft bones do not have enough time. When children are thin they need material for making flesh.
Scott's Emulsion
contains lime, and also the very essence of rich blood and healthy flesh. It has a remarkable effect on babies and children, insuring a healthy growth. The problem is simple. Scott's Emulsion contains the actual elements of food in an easy form for digestion and assimilation. Try it.
Sole Agents for Hongkong and the Empire of China:—WATKINS & Co., Hongkong.

CARBOLINEUM AVENARIUS
Used for over 20 years.
With the utmost success.
Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus, Rot and Dampness.
Sole Agents for China, LUTGENS, EINSTAMANN & Co.
Hongkong, 11th September, 1896. [19]

NOTICE.
THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID
THE BEST DISINFECTANT.
AVOID ALL RISK OF OUTBREAK BY ITS USE.
W. G. HUMPHREYS & Co., Bank Buildings.
Hongkong, 9th March, 1897. [11]

CHS. J. GAUPP & CO.
CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES, and SPYGLASSES.
Nos. 54 & 56, Queen's Road Central. [10]

BEECHAM'S PILLS
FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AFFECTIONS.
ANNUAL SALE SIX MILLION BOXES.
50 Cents per Box.
Prepared only by the Proprietor:—THOMAS BEECHAM, St. Helens, England.
Sole Agents for Hongkong and the Empire of China:—WATKINS & Co., APOTHECARIES' HALL, 66, Queen's Road, Central, Hongkong. [38]

KUHN & KOMOR.
JAPANESE FINE ART CURIOS, 31 & 33, QUEEN'S ROAD, HONGKONG, and 35, WATER STREET, YOKOHAMA.
30, DIVISION STREET, KORE, Hongkong, 15th March, 1898. [42]

THE LEADING CATERERS.
COMPARE OUR MENU, BILLIARD TABLES and LIQUORS to all others.
THE GRILL ROOM.
Hongkong, 1st September, 1897. [39]

THE 100 A. British Bank
"QUEEN MARGARET," Fraser, Master, will load for the above Port, and will have quick despatch.
For Freight, apply to: SHEWAN, TOMES & Co., Hongkong, 16th March, 1899. [1553]

ARMY GAMBLING IN GERMANY.

News from Berlin states that recently the Reichstag had a most exciting discussion on the subject of army gambling. Herr Bebel, the Socialist leader, reiterated a charge that there was a large percentage of the army officers in a notorious Club, adding that a similar state of things prevailed at the Turf Club, where heavy play is the main feature. Herr Bebel further asserted that many officers played there regularly in spite of the army regulation forbidding gambling. He added that among those who frequented the Club were three Princes of a reigning German house.

The Socialist leader then asked why the Minister of War, General von Götter, usually quick in answering questions, had not proceeded against the *Togelklub*, which had given details in connection with those clubs, severely reflecting on army officers. To this query the Minister made an evasive reply.

Herr Bebel, continuing, said that the extent to which gambling flourished in the Turf Club was proved by the fact that the club last year received 350,000 marks from card money.

A private investigation more than corroborated the above statements. It seems that 50 per cent of the membership of the club consisted of officers belonging to the active and reserve forces of the army, and that the frequenters of the club until recently included Emperor William's brother-in-law, Duke Ernest Günther of Saxe-Weimar, Prince of Baden, Princes, a Wurtemberg Prince of Thurn and Taxis, and the members of the Prussian Hereditary House, Diet and Reichstag.

Any number of scandals have occurred in the club recently. One member, a Prussian officer named Von Bredow, was caught cheating after winning 250,000 marks and was forced to resign from the club and the army and to emigrate to America, but was not punished legally.

A BIG SOURCE OF INCOME.

Death duties (according to the Parliamentary paper just issued) for the year ending March 1898 reached the sum of £11,914,633, of which sum England contributed no less than £10,507,118. Scotland furnishing nearly a million, and Ireland half that amount. Estates from £1000 to £10,000 which are taxed at 3 per cent, were responsible for the largest share in the total, amounting for £10,584,119.

THE CAPE TO CAIRO RAILWAY.

Among the most picturesque incidents of an age of intercommunication must be reckoned the visit of Mr. Rhodes to Berlin, remarks a home paper. His object was to consult with authoritative circles regarding manifold questions relating to the project of a railway from the Cape to Cairo. With characteristic directness he sought to bring himself into touch with the fount and origin of all authority. He asked for an audience of the Emperor himself, and the Emperor, with equally characteristic openness of mind, graciously acceded to his request. It need scarcely be said that the German Emperor is not at home to every chance caller, and that an interview of this kind does not take place until its objects are fully understood and regarded as worthy, at least in principle, of favourable consideration. The significance of the event can hardly be exaggerated. It is of good omen, not only for the scheme in which Mr. Rhodes is especially interested, but also for the relations of Great Britain and Germany in all parts of the world. According to all accounts, Mr. Rhodes has successfully accomplished his mission. His telegraphic lines in Central Africa are to run through German territory, and a contract to that effect has been concluded. A railway convention to the same effect is confidently expected. The connection with the German possessions in South-west Africa, is, for the moment, left out of the reckoning. It was thought in some quarters that this might be Mr. Rhodes's main card for forcing the Kaiser's hand, but he had a stronger one in the power to take his lines through the Congo Free State, if Germany proved intractable. This appears to have actually been the case. Mr. Rhodes was able to say that he had a concession in his pocket to take the railway through the Congo State, but that he preferred the German route as the shorter, and as offering better security for the maintenance of order. This was enough. Germany, seeing that the line was inevitable, preferred for a thousand reasons to have it within her own borders.

THE UNPROTECTED FEMALE!

Judgment has been delivered in the Cincinnati divorce suit in which one Charles Knaws sought a "divorce" because his wife had a glass eye and a false leg, of which he was in perfect ignorance at the time he married her. The judge has held that the time he had never been asked before marriage whether she had any physical defects, and consequently there could be no positive deceit. Dealing with the legal aspect of the case, he said, "It is not unlawful for woman to attract mankind with devices and attachments used to improve the work of nature. Otherwise, why should not false hair and other falsities peculiar to females be made a ground of divorce?"

A NOVEL WATER MOTOR.

The possession of an electric fan-motor is extremely desirable in warm weather. It is unfortunately happens that not every building is provided with the means for obtaining the necessary current. The fan illustrated, however, requires no electric current, but depends for its motive power wholly upon the water coming from the faucets in every house.

In its construction the motor is exceedingly simple, consisting of a casing in which an impact water-wheel is located and of a spindle, rigidly attached to the water-wheel and projecting from the casing. A ball and socket joint at the bottom of the casing enables the motor to be inclined in any direction, even when in motion.

The water enters at the top of the casing by means of a rubber tube having an opening in its lower end varying between 3/32 inch and 5/64 inch in diameter. The resulting jet strikes the water-wheel at a tangent to the periphery, and after expending its force passes down through an opening in the ball and socket joint, after which it is led away.

By attaching a balance-wheel and pulley, the motor can be made to drive a ceiling or post fan, or a sewing machine, with water working at a pressure of 40 lb to the square inch. With a pressure of 60 lb to the square inch, a telephone exchange generator can be driven. By attaching a guard to the casing and blades of the spindle the motor can be directly used as a fan. The motor consumes about seven pints of water per minute.

Mrs. Anderson—There's one thing I want to say to you, John Anderson. Mr. Anderson—Only one. I'm in luck tonight. Generally you have a dozen.

SOMETHING NEW.

So many scandals have arisen from the profession of medical men and dentists, being carried on by limited companies, that we feel sure that both the public and the profession will welcome Lord Halsbury's Companies (Medical Profession) Bill. By its operative clause, "It shall be unlawful for a company under the Companies Acts 1892 to 1896 to carry on the profession or business of a physician, surgeon, dentist, or midwife, and if any company contravenes this enactment it shall be liable on summary conviction to a fine not exceeding £5 for every day during which the contravention happens. We trust its provisions will be made retrospective, in order that what is a growing evil may be entirely stamped out, and that individual instead of corporate responsibility, as in most necessary, may continue.

THE LONGEST BRIDGES.

The longest bridge in the world is that over the Tay in Scotland, which is 3,200 meters, equal to 9656 ft long; and the next longest is also in Great Britain, being that over the Forth, 2,394 meters, equal to 7525 ft in length. The following table gives, in meters and in feet, the lengths of the principal bridges in various countries:

	Meters.	Feet.
Tay, Great Britain	3200	9656
Forth, Great Britain	2394	7525
Mbreyck, Holland	1470	4820
Volga, Russia	1438	4715
Weichsel, Germany	1323	4346
Thoen, Germany	1272	4172
Trandem (Elbe), Germany	1092	3580
Brooklyn, United States	488	1601

The greatest single span of the Forth Bridge is 221 meters, equal to 725 ft; of the Elbe Bridge, 220 meters, equal to 723 ft; of the Forth Bridge, 220 meters, equal to 723 ft; of the Forth Bridge, 220 meters, equal to 723 ft; of the Forth Bridge, 220 meters, equal to 723 ft.

Intimations.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.
PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTIEN'S GENUINE
COMPOSITION RED-HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c. &c. &c.
Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 14th May, 1896. [39]

LEVY HERMANOS.
DIAMOND MERCHANTS, JEWEL-
ERS AND WATCHMAKERS.
Sole Agents in the East for the amalgamated
CLEMENT, HUMBER and GLADIATOR Co., Ltd.,
DUNLOP Tires' BICYCLES—PRICE, \$160.
A special reliable Watch made for this climate.
Quality, A.....\$12
Quality, B.....\$10
14, QUEEN'S ROAD CENTRAL,
Opposite the Telegraph Office.

LET 'EM ALL COME
TO
YEE CHUN'S STUDIO
At No. 50, QUEEN'S ROAD CENTRAL, where
PHOTOGRAPHS AND PORTRAITS on
IVORY are executed at Moderate Prices.
Hongkong, 2nd May, 1899. [596a]

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
Ice-House Road.

IS now in a position, in his New and Com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.
GROUPS AND VIEWS
a speciality.
Hongkong, 22nd September 1898. [45]

DENTISTRY.
SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST.
No. 4, Queen's Road Central.
Hongkong, 8th March, 1899. [18a]

S. IEN TING,
SURGEON DENTIST,
No. 10, DAGUILLAR STREET.
TERMS—VERY MODERATE.
Consultation free.
Hongkong, 27th September, 1898. [43]

AN APPEAL.
THE SUPERIORESS OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents
of Hongkong and the Post Office, for their kind
patriotism and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.
Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.
Ladies and Children's Under-clothing. Children's
Dresses, and all kinds of Embroidery.
Materials can be supplied, if required.
The Superioress will also be most grateful for
any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.
Hongkong, 22nd April, 1893. [493]

NOTICE.
NOT RESPONSIBLE FOR DEBTS.
Neither the CAPTAINS, the AGENTS, nor the
OWNERS, will be RESPONSIBLE for any
DEBTS contracted by the Officers or the Crews
of the following Vessels during their stay in
Hongkong-Harbour:
GERARD C. TORE—American bark, J. F.
Surflet—By Order, American bark, J. F.
QUEEN MARGARET—British ship, Fraser
Standard Oil Co.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.
FOR SWATOW, AMOY AND TAMSUI.
The Company's Steamship

"HAIMUN."
Captain Milroy, will be despatched for the
above Ports, TO-MORROW, the 11th instant,
at 10 A.M., instead of as previously advertised.
For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.,
General Managers.
Hongkong, 10th May, 1899. [636a]

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship
"CATHERINE APCAR."
Captain J. G. Oliffert, will be despatched for the
above Ports, TO-MORROW, the 11th instant,
at Noon, instead of as previously advertised.
For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 10th May, 1899. [601a]

FOR KOBE (DIRECT).
THE Steamship
"KONOURA MARU."
Captain K. N. Shima, will be despatched for the
above port, on FRIDAY, the 12th instant,
at Noon.
For Freight, apply to
DODWELL & CO., LIMITED,
Agents.
Hongkong, 6th May, 1899. [621a]

CHINA NAVIGATION COMPANY,
LIMITED.
FOR MANILA.
The Company's Steamship

"CHINGTU."
Captain Dodd, will be despatched as above
on FRIDAY, the 12th instant.
The attention of Passengers is directed to
the Superior Accommodation offered by this
Steamer. First Class Saloon is situated for-
ward of the Engines.

A duly qualified Surgeon is carried, and the
Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 9th May, 1899. [631a]

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM TO SHANGHAI AND KOBE.
The Company's Steamship
"VINDOBONA."
Captain C. Hellen, will leave for the above
places on SATURDAY, the 13th instant, P.M.
For Freight or Passage, apply to
SANDER, WIELER & Co.,
Agents.
Hongkong, 8th May, 1899. [636a]

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
The Company's Steamship

"ORESTES."
Captain Palford, will be despatched as above
on SATURDAY, the 13th May.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 25th April, 1899. [562a]

THE OSAKA SHOSHEN KAISHA,
LIMITED.

REGULAR WEEKLY SERVICE TO
SWATOW, AMOY AND TAMSUI.
The Steamship

"MAZARU MARU."
Captain S. Nagata, will be despatched for the
above ports, on SUNDAY, the 14th instant,
at Daylight.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 8th May, 1899. [628a]

CHINA NAVIGATION COMPANY,
LIMITED.
FOR MANILA.
The Company's Steamship

"CHANGSHA."
Captain Moore, will be despatched on
MONDAY, the 15th instant.
The attention of Passengers is directed to
the Superior Accommodation offered by this
Steamer. The First-class Saloon is situated
forward of the Engines. A Refrigerating
Chamber ensures the Supply of Fresh
Provisions during the entire voyage.

A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.
M.R.—Return Tickets issued by this Com-
pany to and from AUSTRIA are available for
return by the Steamers of the EASTERN AND
AUSTRALIAN S.S. Co. and vice versa.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 9th May, 1899. [604a]

CHINA NAVIGATION COMPANY,
LIMITED.
FOR NEW YORK VIA SUEZ CANAL.
The Steamship

"VORTIGERN."
Captain Fairweather, will be despatched for the
above port, on or about the 27th May.
For Freight, apply to
DODWELL & CO., LIMITED.
Agents.
Hongkong, 21st April, 1899. [614a]

Shipping.

STEAMER.

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
The Company's Steamship

"GLAUCUS."
Captain Barwise, will be despatched as above
on TUESDAY, the 23rd May.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 24th April, 1899. [561a]

Consignees.

"BEN" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
STEAMSHIP "BENLAVERS."

FROM ANTWERP, LONDON AND
SINGAPORE.
CONSIGNEES of Cargo are hereby
informed that all Goods are being landed
at their risk into the Hongkong and Godown
Wharf, and Godown Company's Godowns
whence and/or from the wharves delivery may
be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 11th instant, will be
subject to rent.
All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 18th
instant, or they will not be recognized.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 10th instant, at 3 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 4th May, 1899. [616a]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship.
"CEYLON."
FROM ANTWERP, LONDON, PORT
SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo—
From Madras, ex S.S. *Loddiana*.
Optional Goods will be landed here unless
instructions are given to the contrary before
3 P.M. TO-DAY.

Goods not cleared by the 10th instant, at
4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.

All damaged Packages must be left in the
Godowns and a certificate of the damage ob-
tained from the Godown Company within ten
days after the Vessel's arrival here, after which
no Claims will be recognized.
H. A. RITCHIE,
Superintendent.
Hongkong, 4th May, 1899. [1-W 5]

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM KOBE.

THE Steamship

"MARQUIS BACQUEHEM,"
having arrived, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all claims must be
sent to the Office of the Undersigned before
Noon on the 14th instant, or they will not be
recognized.

No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 14th
instant, will be subject to rent.
Bills of Lading will be countersigned by
SANDER, WIELER & Co.,
Agents.
Hongkong, 8th May, 1899. [600a]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"NANKIN."
FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo—
From Persian Gulf, ex B. I. S. N. and B. P. S. N. Co's Steamers.
From Madras, ex S.S. *Loddiana*.
Goods not cleared by the 15th instant, at 4
P.M., will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.

All damaged Packages must be left in the
Godowns and a certificate of the damage ob-
tained from the Godown Company within ten
days after the Vessel's arrival here, after which
no Claims will be recognized.
H. A. RITCHIE,
Superintendent.
Hongkong, 9th May, 1899. [5]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP,
LONDON, COLOMBO AND
SINGAPORE.
The Company's Steamship

"HAKATA MARU."
having arrived from the above Ports Consignees
of Cargo are hereby informed that their Goods
are being landed and placed at their risk into the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
goods are landed.

Optional Goods will be landed here unless
instructions are given to the contrary before
4 P.M. TO-DAY.
Goods not cleared by the 16th instant, will
be subject to rent.

No Fire Insurance has been effected.
All ship-damaged packages must be left in
the Godowns where they will be examined on
MONDAY, the 15th instant, and FRIDAY,
the 19th instant, both days, at 10 A.M.
All claims must reach the Undersigned before
the 16th instant, or they will not be recognized.
NIPPON YUSEN KAISHA.
Agents.
Hongkong, 9th May, 1899. [617a]

Intimations.

THE GHINA & JAPAN TELEPHONE
COMPANY, LIMITED.

HONGKONG EXCHANGE,
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.
EXCHANGE LINES, \$80 Per Annum.
PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.
N.B.—A special charge is made for lines of
more than average length.

ELECTRIC SUPPLIES OF EVERY DES-
CRPTION IN STOCK.
INCLUDING:—

BATTERIES,
CHEMICALS,
ELECTRIC BELLS,
INSULATORS,
LIGHTNING CONDUCTORS,
SWITCHES,
TELEPHONES,
WIRE, &c., &c.

PRICE LISTS ON APPLICATION.
ELECTRIC BELL INSTALLATIONS,
Erected and kept in order.

Estimates given for all kinds of Electrical
work.

Trained Mechanics sent to Out-Ports to fit
up Installations if required.

NOTE ADDRESS:—13, PRAYA CENTRAL.
For full particulars &c., &c.,
Apply to
W. STUART HARRISON,
Manager.
Hongkong, 18th January, 1898. [135]

THE MUTUAL STORES.
24, 26 & 28, PORTINGER STREET.

Have just received another Consignment of
LIPTON'S FAMOUS GOODS
INCLUDING
COFFEE, JAM, BACON, BISCUITS,
TEA, COCOA, HAMS, ETC., ETC.

GRIMAULT'S SYRUP
OF
HYPO-PHOSPHITE OF LIME
FOR DISEASES OF THE CHEST.

All suffering from Catarrh, Con-
sumption, Obsolete Coughs or
Colds and those affected with diseases
of the Chest, Lungs, and Bronchial
Tubes, should take
GRIMAULT'S SYRUP OF HYPO-PHOSPHITE OF LIME.

Prescribed by the leading medical authori-
ties in all countries for the last twenty-
five years with the greatest success, it
continues to retain its reputation where
all other medicines have failed.

Grimault's Syrup immediately arrests
the Cough, Spitting of blood and Night-
sweats, and the Appetite improves rap-
idly—a fact soon demonstrated by an in-
crease of weight and healthy appearance.

Grimault's Syrup has a rose colour,
and is sold in all ornate bottles. Beware
of Imitations.
GRIMAULT & Co., Paris, 10, rue d'Amiens.

Intimations.

NOTICE.

THE OFFICES of the "HONGKONG
TELEGRAPH" have this Day been
removed to No. 50, QUEEN'S ROAD
CENTRAL, Second Floor, (the premises
formerly occupied by Messrs. POWELL & Co.)
to which address all communications should
be addressed.
ETH. F. SKERTCHLY,
Manager.
Hongkong, 1st May, 1899.

SERRAVALLO'S
FERRUGINOUS QUININE
THE GREAT AUSTRIAN TONIC
OF
PERUVIAN BARK AND IRON.

Over 300 Medical Certificates notifying its
great STRENGTH-GIVING PROPERTIES and a
the same time being of an
EXQUISITE TASTE.

Sole Agents for Hongkong—
A. S. WATSON & Co.
Hongkong, 1st September, 1896. [37]

F. CAZANOVE,
BORDEAUX.
GOLD MEDALS
Bordeaux, 1882. Paris, 1889.

LIQUOR
OF THE REVEREND FATHER
A. KERMANN.
This ELIXIR is employed with
success to restore the FORCES
of the STOMACH and FACIL-
ITATES THE DIGESTION.

TONIC WINE
Of the Rev. Father A. KERMANN
MOXA-SIFA of Dr. GOLTZ.
CREME DE MANDARINE.
AVELINE ANISETTE SUPERFINE.
Apply to
LAENDLER & Co., Paris.

The Share Market.
LATEST QUOTATIONS.
(May 10th.)

Banks.
Hongkong and Shanghai Banking Corporation
—28 1/2 per cent. prem.
The Bank of China & Japan, Ltd.—(Preference)
nominal.
The Bank of China & Japan, Ltd.—(Ordinary)
—1 1/2 buyers.
The Bank of China & Japan, Ltd.—(Deferred)
—5 1/2 buyers.
National Bank of China, Ltd.—\$22 1/2
Do. —\$22 1/2.

Marine Insurance.
Union Insurance Society of Canton, Ltd.—\$230
China Traders' Insurance Co., Limited—\$67 1/2
North China Insurance Co., Ltd.—Tis. 180
Yangtze Insurance Assoc. Ltd.—\$114
Canton Insurance Office, Ltd.—\$142 1/2 sellers
Straits Insurance Co., Ltd.—\$4 1/2.

Fire Insurance.
Hongkong Fire Ins. Co., Ltd.—\$300
China Fire Ins. Co., Ltd.—\$82.
Shipping.
Hongkong, Canton & Macao Steamboat Co.,
Ltd.—\$29.
Indo-China Steam Navigation Company, Ltd.
—\$59.
China and Manila S.S. Co., Ltd.—\$77
Douglas Steamship Co., Ltd.—\$56
China Mutual S

shi, 1,490 tons, 10 guns, 7,600 h.p.

Katsuragi, 1,300 tons, 10 guns, 1,600 h.p.
Tairu, 1,480 tons, 10 guns, 1,600 h.p.
Tairu, 1,550 tons, 10 guns, 1,600 h.p.
Katsuragi, 1,590 tons, 10 guns, 1,725 h.p.
Ananji, 1,630 tons, 15 guns, 720 h.p.

Gunboats.

Oshima, 640 tons, 10 guns, 1,200 h.p., at Kanko.
Akagi, 620 tons, 10 guns, 700 h.p., at Chiefo.
Akagi, 620 tons, 10 guns, 700 h.p.
Miyai, 620 tons, 10 guns, 700 n.p.
Chokai, 620 tons, 10 guns, 700 h.p., at Fusan.
Soko, 572 tons, 4 guns, 400 h.p.
Iwakai, 600 tons, 6 guns, 400 h.p.
Chino, 490 tons, 5 guns, 472 h.p.
Chinese, 490 tons; 5 guns, 472 h.p.
Chin Hoku, 490 tons, 5 guns, 472 h.p.
Chin Pui, 500 tons, 9 guns, 455 h.p.
Chin Chin, 500 tons, 9 guns, 455 h.p.

Torpedo-gunboat.

Tutsulu, 875 tons, 6 guns, 3 torpedo tubes,
 5,500 hp.

Named boats.

ka, 190 tons, 6 torpedo-tubes, 1,400
 (Crausdt) 56 tons 2 torpedoes

14 boats (Creston), 54 tons, 2 torpedo-tubes,
525 h.p.
7 boats (Kobe), 56 tons, 2 torpedo-tubes, 525
h.p.
1 boat (Normand), 75 tons, 2 torpedo-tubes,
1,300 h.p.
2 boats (Schichau), 90 tons, 3 torpedo-tubes,
1,300 h.p.
4 boats (Yarrow), 40 tons, 3 torpedo-tubes,
620 h.p.

520 h.p. Miscellaneous.
2, armoured cruiser, 2,530 tons,

800 h.p.)
(used as gunnery training ship.)
Kanjih, sailing-ship, 877 tons, 6 guns.
(used as training ship.)
Manfu, sailing-ship, 877 tons, 6 guns.
(used as training ship.)
Turukba, wooden screw steamer, 1,689 tons,
10 guns, 420 h.p.
(used as training ship.)
Asama, sailing corvette, 1,420 tons, 12 guns.
(used as a hulk.)
Finger wooden paddle steamer, 1,365 tons, 2
small guns.
(used as torpedo training ship.)

**RIVER STEAMERS, SCHOONERS,
AND LORCHAS.**

Hongkong and Canton.
Fatsan, British steamer, 2,260, Smith,—
Hongkong, Canton, and Macao Steamboat
Co.
Ho-nan, British steamer, 1,377, S. W. Goggin,—
Hongkong, Canton, & Macao Steamboat
Co.
Powan, British steamer, 1,890, A. M. Patrick,—
Hongkong, Canton, and Macao Steamboat
Co.
Hankow, British steamer, 2,235, C. V. Lloyd,—
Butterfield & Swire.
Hoi-tong, Chinese steamer, 409 tons, Captain
Austen,—Chi Wo & Co.
Tai-on, British steamer, 728, Goblouski,—Tai
On Steamship Co.
Clun Wat, British steamer,—K'wong Wan S.S.
Co.

Hongkong and Macao.
Heungshan, British steamer, 1,655, Ws. E.
Clarke,—Hongkong, Canton and Macao
Steamboat Co.
Perseverance, British steamer, 46,—Ng Lau
Tung.

Macao and Canton.
White Cloud, British steamer, 752, A. Cruick-
shank,—Hongkong, Canton, and Macao
Steamboat Co.
Kiangtung, Chinese steamer, 545, Holmes,—
China Merchant Steam Navigation Co.

Canton and West River.
Lungkiang, British steamer, 108, Nunes,—
Hongkong, Canton and Macao Steamboat
Co.
Lunshan, British steamer, 108, Morrison,—

Hongkong, Canton and Shanghai
Co.
of Whampoa, Chinese steamers

Yon:
Sun Chow, Chinese steamer—Ah. Yon.
Hongkong and West River.
Sunkong, British steamer, 259, Kwong Wang
Steamship Co.
Cheung Kong, Y. Kun, 58,—Kwong Wan, S.S.
Co.
Lil, American lordin.
Kongpak, British steamer, 147, G. C. Jones—
Kwong Lee Steamship Company.
Yokohama and Sankanyaw.

ksing, Iorchu, 160, Reynolds, H.
Canton,—Hung Kum Sing.

	Post Office.
	A Mail will close:
1,000	For Swatow, Amoy and Tamsui—Per <i>Hainan</i> , to-morrow, the 11th instant, at 9 A.M.
1,000	For Hoilhow and Bangkok—Per <i>P. C. C. Kiao</i> to-morrow, the 11th instant, at 9 A.M.
1,200	For Swatow and Amoy—Per <i>Sichan</i> to-morrow, the 11th instant, at 9 A.M.
uns.	For Singapore, Penang and Calcutta—Per <i>Catherine Apsar</i> to-morrow, the 11th instant, at 10 A.M.
uns.	For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per <i>Doric</i> to-morrow, the 11th instant, at 11 A.M.
uns.	For Shanghai—Per <i>Kwongke</i> to-morrow, the 11th instant, at 3 P.M.
1,000	For Wuchow—Per <i>Wo Ping</i> to-morrow, the 11th instant, 5 P.M.
1,035	For Swatow, Amoy and Fapohow—Per <i>Haitan</i> on Friday, the 12th instant, at 9 A.M.
h.p.	For Manila—Per <i>Chinglu</i> on Friday, the 12th instant, at 11 A.M.
2,400	For Shanghai, Chefoo, Chemulpo, Nagasaki and Vladivostock—Per <i>Sugami Maru</i> on Friday, the 12th instant, at 11 A.M.
tons,	For Moji, Kobe, Yokohama, Victoria and Tacoma—Per <i>Tacoma</i> on Saturday, the 13th instant, at 11 A.M.
tons,	For Europe, &c., India, via Timorin—Per <i>Coromandel</i> on Saturday, the 13th instant, at 11 A.M.
tons,	For Nagasaki, Kobe and Yokohama—Per <i>Kahila</i> on Saturday, the 13th instant, at 3 P.M.
tons,	For Kobe and Yokohama—Per <i>Waka Maru</i> on Saturday, the 13th instant, at 3 P.M.
3,700	For Shanghai and Kobe—Per <i>Yindobena</i> on Saturday, the 13th instant, at 2 P.M.

For Singapore, Penang, and B
 Visagend on Monday, the 15th inst.

For Manila, Port Darwin, Thursday Island,
Cooktown, Townsville, Brisbane, Sydney and
Melbourne—Per *Changsha*, on Monday, the
15th instant, at 2 P.M.
For Singapore, Colombo and Bombay—Per
Yamaguchi Maru on Tuesday, the 16th inst.,
at 11 A.M.
For Shanghai, Nagasaki, Kobe, Yokohama,
Victoria and Vancouver—Per *Empress of
Japan* on Wednesday, the 17th inst., at 11 A.M.
For Ceylon and India, via Tuticorin—Per
Prinsesse on Wednesday, the 24th instant, at
8 A.M.

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